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WHOLE 2754

GREAT KOHALA DITCH MAKES GOOD PROGRESS

**Will Have Average Flow of 45,000,000 Gallons
a Day and Double Kohala's Sugar Yield**
--The Cascades Doomed.

Work on the Kohala ditch continues to make progress that fairly assures a flowing of the fructifying waters at the time "nominated in the bond." It is hoped that the first section of fourteen miles from Honokane west will be completed by the first of July next, so that water will be delivered in time for planting. An additional six miles will be built to windward as far as Waimanu.

Considering that constructive operations were not begun till April 10 this year, the progress has been most rapid. Indeed it adds laurels to the credit of the Territory of Hawaii for vigorous activity. Nine of the fourteen miles under construction are in rock tunnel, of which the following are the data of progress: April, 1461 feet; May, 5100 feet; June, 8715 feet; July, 7287 feet; August, 5195 feet; September, 3347; October, 3307; November, 2978 feet.

About 8000 feet more remain to be completed before all the borings will be finished, which will be in about four months. For the remarkable progress made much of the credit is due to the Japanese. The labor is being entirely performed by this nationality, who exhibit especial proficiency for rock excavating work.

About ten miles of the fourteen will be lined with concrete and cement plaster through porous strata to obviate the loss of water from seepage. This work is now under way and being pushed as fast as the tunneling is completed. The Concrete Construction Co. of Honolulu has the contract for making forty cubic yards of sand a day for this purpose. This material is distributed through the tunnels by means of an 18-inch gauge tramway which was previously used in conveying the excavated rock from the tunnels to the dumps. The ditch will have a capacity of conveying 70 millions of gallons in twenty-four hours, and while it will not be always full it is expected to have an average flow of 45 million gallons a day from the twenty or more streams it intercepts between Waimanu and Kohala.

This water will be delivered on the plantations at an altitude of from 1000 to 950 feet, and sold to the different plantations through the district who will make reservoirs at their own expense to store the night flow. Kohala, Union Mill and Hawi plantations and the new Wight land west of Hawi will derive the greatest benefit, and it is confidently hoped to increase the tonnage of sugar output of the Kohala district from its present volume of 10,000 tons a year to 20,000.

Should future conditions make sugar unprofitable, then this water will be useful for irrigating small farms and supplying the wants of a densely settled community, such as those existing under similar water projects in Southern California.

The inception of the project is due to Col. Sam. Parker and J. T. McCrosson, though it did not assume a substantial status till the Hind estate and Mrs. Samuel Parker lent their financial assistance.

It is estimated the ditch will cost when completed about \$750,000, and the Hawaiian government, under the terms of the franchise, will have the privilege of acquiring it at this figure.

The whole constructive part of the enterprise is in charge of M. M. O'Shaughnessy, C. E., who executed the Makaweli and Koolau aqueducts in previous years in a successful manner.

The Kohala ditch bids fair to add greatly to the material progress of the big Island of Hawaii, though the tourist and kamaaina will regret the disappearance of the many picturesque waterfalls now ornamenting the bluffs between Waimanu and Kohala. In future the streams that make these beautiful objects will be intercepted by this work and their contents led out to the farm lands, where they will create new beauties of landscape besides increasing the prosperity of the Islands to a degree at present difficult to calculate.

SCHWEITZER TALKS ABOUT HIS MANILA BREWERY PLAN

Louis Schweitzer, secretary of the Honolulu Brewing & Malting Company, which manufactures Primo beer, returned from a tour of the Orient yesterday on the Korea, accompanied by Mrs. Schweitzer.

Mr. Schweitzer's mission in the Far East was to investigate the field and ascertain whether there was room for another brewery. Associated with Senator Hocking, also of the Honolulu brewery, and two San Francisco capitalists, Mr. Schweitzer was armed with authority to make a thorough investigation of the prospects, and the choice now practically lies between Shanghai and Manila.

While in the latter city Mr. Schweitzer came in contact with the San Miguel Brewing Company, which claimed to have a monopoly in the business of brewing beer, in Manila at least, and that company made public statements to that effect, quoting old Spanish laws to back up its contention.

This did not scare Mr. Schweitzer off and he obtained a ruling from the Attorney-General of the Philippines, which indicated that if Mr. Schweitzer wanted to go ahead and establish a new brewery there was nothing in the franchise granted the San Miguel people to prevent a competitor from entering the field.

Shanghai was looked upon as a promising field for a brewery. "Shanghai is certainly the Paris of the Far East," said Mr. Schweitzer, "and everything is on the move. There is business everywhere. The streets are lined with rickshaws and other vehicles and crowds of people are moving up and down and the stores are busy places."

"I saw Lorin Andrews and he told me he was doing well. In fact he said he had made \$750 a day or two after getting there and that was more money than he had made in Honolulu for some time. He does not intend to come back to Honolulu."

"Can we ship Primo beer to the Orient? Well, there are a lot of agents there who would like to get our beer but the steamship companies won't make us a rate. Therefore, we can not enter the market."

"As to whether we will build a brewery over there, either at Shanghai or Manila, I can not state just now. I have not yet made my report."

INTERNATIONAL MIX-UP.

A Russian Colonel, staying at Nagasaki, in connection with the transportation of prisoners of war, is alleged to have been insulted by a passenger of an American transport in port at the social hall of the Nagasaki Hotel on Monday night, but no trouble occurred on the spot owing to the efforts of the hotel manager. Late that night a fracas was to be started between over thirty Russians and Americans near the hotel, but the police succeeded in preventing the fight arranged.—Japan Gazette.

UNCLE SAM'S HARBOR WORK

**Lieut. Slattery's Task
in Hawaiian
Waters.**

A copy of the annual report upon the improvement of Pearl and Honolulu harbors, Hawaii, in the charge of J. R. Slattery, First Lieutenant, Corps of Engineers, U. S. A., has been received from the author. The report gives much valuable information concerning the commercial aspect of the harbor of Honolulu.

The first portion of the report contains an extract from the annual report of the Chief of Engineers to the Secretary of War, as follows:

Office of the Chief of Engineers,
United States Army,
Washington, Sept. 29, 1905.
IMPROVEMENT OF HARBORS IN
THE HAWAIIAN ISLANDS.

This district was in the charge of First Lieut. J. R. Slattery, Corps of Engineers, Division Engineer, Col. W. H. Heuer, Corps of Engineers.

1. Pearl Harbor.—[This work was in the charge of Col. W. H. Heuer, Corps of Engineers, until April 14, 1905.] This harbor is 8 miles west of Honolulu. Before improvement there was a bar at its entrance with a low-water depth of 10 feet on its crest and a coral reef on either side. A full description of the harbor is found in Senate Executive Document No. 42, Fifty-third Congress, second session. The project for improvement contemplated dredging a channel 200 feet wide and 30 feet deep at mean low water, at an estimated cost of \$100,000. Congress approved this project by appropriating \$100,000 in the act of March 3, 1899.

Contract was made in 1901 for doing the work required. Dredging was begun in March, 1902, and completed in August, 1903, which resulted in a channel 200 feet wide and fully 30 feet (and generally 31 feet) in depth at low water entirely across the bar from deep water in the ocean to deep water in the harbor, at an expenditure of \$99,323.62. The channel has maintained itself.

As yet there is no commercial activity in the harbor. Inside the bar the channel is so crooked and the turns so sharp that it is not safe for the navigation of large vessels. No estimate for remedying this defect has yet been authorized by Congress. The mean range of tides at the entrance is about 14 inches.

The work, so far as authorized and appropriated for, has been completed in accordance with the project. The head of navigation is at the head of each lock forming the harbor. No further funds under the existing project are required.

July 1, 1904, balance unexpended, \$676.33

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2. Honolulu Harbor, Hawaii.—This harbor is situated on the south coast of the island of Oahu. It is formed by a coral reef, a narrow channel through the reef affording access to the harbor. The entrance channel and harbor proper were dredged from time to time by the monarchical, republican and Territorial governments of Hawaii prior to July 1, 1904. On this date there existed an entrance channel having a depth of about 35 feet and a minimum width of about 200 feet at mean low water. The harbor proper (that portion commencing at the lighthouse and extending to the mouth of the Nuuanu river) had a general width of 800 feet. The water for about 200 feet immediately along the wharves had a depth of from 30 to 32 feet. Elsewhere there was only about 27 feet at low water. The bend at the lighthouse point was so sharp as to be somewhat difficult for large vessels to get around. The shallow water in the harbor made it impossible for the largest vessels calling at the port to enter the harbor when at all heavily laden. The narrowness of the harbor made turning difficult for all ships.

The river and harbor act of March 3, 1905, provides as follows:

Improving harbor at Honolulu, Hawaii: In accordance with the report and surveys made by the land department of the government of the Sandwich Islands prior to annexation and the further report of Lieutenant Slattery, two hundred thousand dollars: Provided, That a contract or contracts may be entered into for such materials and work as may be necessary to prosecute said work, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars in excess of the amount herein appropriated. The amounts herein appropriated and authorized may be expended upon sections one, two, and three. It being the intention to provide first for the completion of section one, and the Secretary of War is authorized and directed to cause a resurvey of said harbor to be made.

The project thus approved is printed herewith in Appendix XX2. It provides for an entrance channel 35 feet deep and 400 feet wide at mean low water from deep water at the entrance to the lighthouse point; for easing the

(Continued on Page 5.)

GOVERNOR'S BUSY TIME

**He Is Preparing Matter
for Information
of Congress.**

It's "from early morn till dewy eve" with Governor Carter's work these days. For his grinding toil the present session of Congress is the occasion. President Roosevelt in his message having dedicated a big gun to Hawaii, the Governor has gone into the ammunition factory to rush forward a supply of cartridges.

"I do not know whether I shall be able to get away," the Governor said yesterday, respecting an invitation he had received from Admiral Goodrich to accompany him, a week from today, in the cruiser Chicago for a trip to Hilo and a visit to the Volcano.

"A good many letters have to be got off, for which data must be prepared. Yes," the Governor assented, "for the information of Congress and promotion of legislation the Territory badly needs."

"One matter needing attention is that of personal property in the custody of the Territory. An opinion of the Attorney General's Department holds that we can not sell the old tug Eleu. The boat is of no use to the Territory or to the United States, and there are bid animals and road machinery to which the ruling applies."

"There must be legislation on that question. It involves a waste of property that might be sold to either party's advantage, but at present is of no benefit either to the United States Government or to the Territory. We ought to get authority to sell any such property."

"I must write to Delegate Kuhio and give him data in aid of his measure to secure an appropriation for payment of the expenses of our sessions of the Legislature. He has asked for it. It would be a mighty good thing. The Federal Government, I understand, pays the legislative expenses of every other Territory. This is not so important, however, as other matters before us."

With regard to the Governor's busy days, it may be mentioned that he was running up on business at 7:15 yesterday morning. From that time until 5 in the afternoon he did not have a moment he could call his own. Even as for luncheon he tasted none and it is doubtful if he so much as took thought to cinch up his waistcoat band for reduction of the gnawing vacuum.

His sole relief from grind at the executive desk was an excursion he took with Supervisor Jack Lucas to the outlet of the storm water drainage system. This was to investigate a damming of the outflow by the filling-in of the marine park site at Kakaako with harbor dredgings. The matter has been brought to the attention of the Board of Supervisors by petitions and Mr. Lucas, as chairman of the road committee, solicited the Governor's influence to secure an extension of the system through the filling-in tract by the Federal authorities.

Governor Carter was not prepared to give out his views on the matter yesterday evening, but said he was going to send a letter to the Board of Supervisors relative thereto.

All the time the Governor was at his office, between morning and evening, there were people in the outer room awaiting their turns for interviews.

FLAGSHIP CHICAGO TO TAKE BILO TRIP

The U. S. flagship Chicago will leave for Hilo next Tuesday with Admiral Goodrich and Captain Lyon, commandant of the Honolulu Naval Station, aboard. The officers will greet Mrs. Goodrich, Miss Goodrich and Mrs. Lyon at Hilo as they land from the steamer Kinau, and the party, augmented by several officers of the cruiser, will then proceed to the volcano.

The Chicago will arrive here again the following Saturday, the warship making steamer time on the round trip.

JOINT MEETING ADJOURNED.

The meeting of the Chamber of Commerce trustees and the directors of the Chamber of Commerce called for 3 p. m. yesterday to discuss the question of having Hawaii's interests generally represented at Washington this winter, and to press for recognition in the way of ample appropriations, did not materialize. Owing to the Korea departing in the afternoon and business men being engaged in getting mail off to the Coast, very few were present, and on motion of George W. Smith, the meeting was adjourned to 3 p. m. Wednesday. There were present, F. J. Lowrey, George W. Smith, W. Lenz, J. G. Spencer, M. Phillips, Robert Catton.

BALLOTS OR BULLETS

**Final Crisis Approaches in Russia--
Cossacks and Artillery Unable to
Protect Life or Property.**

(Associated Press Cablegrams.)

ST. PETERSBURG, December 12.—The situation is ominous with reaction and coercion facing each other.

It is understood that the government is against universal suffrage and favors permitting the franchise to be exercised only by rent payers, merchants and the educated classes.

The capital resembles a military camp. Artillery are conspicuous in the streets. The patrols have been doubled.

Workingmen's meetings have been dispersed while loyalist meetings are undisturbed.

It is now the popular belief that the government has chosen Trepoft and Ignatieff to execute a program of repression and that the entire Cossack strength of the empire will be mobilized for the purpose.

Churches have been desecrated, landlords have been murdered and their property pillaged.

POLAND IN FERMENT.

WARSAW, December 12.—In a clash yesterday between troops and socialists, several were killed.

A LONDON VERSION OF DE WITTE'S ATTITUDE

LONDON, December 12.—A cablegram from St. Petersburg says Premier De Witte in an interview stated that Russia is confronted with a choice between two alternatives, either revolution or violent coercion, and that in the event of the latter course being decided upon he would at once resign.

FLEEING FROM DEATH.

NEW YORK, December 12.—Five hundred Russian refugees from Odessa arrived here yesterday. They tell the most pitiful stories of the sufferings of the victims and survivors of the recent mutinies there.

TAFT'S FINE HAND.

WASHINGTON, December 12.—Representative McCreary yesterday introduced a bill in the House of Representatives providing for free trade with the Philippines.

CALLED HIS BLUFF.

CONSTANTINOPLE, December 12.—The Sultan has finally been compelled to yield to the demands of the Powers.

AFTERNOON REPORT.

ST. PETERSBURG, December 11.—A general strike is imminent. The government is apparently resolved to resort to coercion. Anarchy prevails in Linovia.

ROME, December 11.—Four new Cardinals have been created by His Holiness, Pope Pius X.

LONDON, December 11.—The new Campbell-Bannerman ministry was installed today.

WASHINGTON, D. C., December 11.—The appeal of the late U. S. Senator John Mitchell of Oregon from the verdict of imprisonment and fine for land frauds, has been dismissed by the Supreme Court.

CONSTANTINOPLE, December 11.—Trouble is threatened along the Turkish-Persian frontier where the delimitation of boundary has not been exactly fixed.

WASHINGTON, D. C., December 11.—Hart H. North has been renominated commissioner of immigration at San Francisco.

BOSTON, December 11.—Edward Atkinson, the well-known publicist, is dead.

RUSS CRUISERS REACH NAGASAKI.

The Russian cruisers Rossia, Gromoboi and Bogatyr, which arrived at Nagasaki on Wednesday, had come from a certain bay in Saghalien where they took refuge during the Vladivostok disturbance. The Rossia has on board Admiral Essen, commander-in-chief of the Vladivostok Squadron. The vessels have been taking in coal and provisions at Nagasaki on their way home. The Admiral landed on Wednesday to see Mr. Essen at the Nagasaki Hotel.—Japan Gazette.